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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CONFIDENTIAL

CD NO.

25X1A

COUNTRY USSR (Kuibyshev Oblast)

DATE DISTR.

24 July 1950

SUBJECT Airframe Plant No. 1/18 in Kuibyshev

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1. Designation:

Stalin Aircraft Plant No. 1

2. Management:

Lt Col UDISH (phonetic spelling)

3. Work force:

Twenty-five to thirty thousand Soviets, including 30 percent women and 20 percent juveniles, in June 1948. Work was done in three shifts; an undetermined number of departments working two 12-hour shifts.

4. Social conditions:

Soviets supplied the following data on the monthly wages paid to the various categories of plant employees:

Handy men:	500 rubles
Specialists:	800 to 1,000 rubles
Foreman:	800 rubles
Engineers	1,200 rubles.

The workers were entitled to a four-week furlough per year. This, however, was seldom granted since the production quota for the plant would not have been filled if the furloughs were taken.

5. Production:

a. Fellow PWs stated that work was done on modern conveyor belts.

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- b. The production of Il-2s* was discontinued in late 1946.
- c. The first jet fighter took off from the factory field in the summer of 1947.
 - (1) Two or three jet fighters at a time were frequently seen flying after 1948.
 - (2) According to Soviets, 150 jet fighters were produced in May 1948.
 - (3) A hundred or more aircraft, most of them jet fighters, had been parked at the factory field since the summer of 1948.
- d. Additional production:

Household goods.

6. Description of the jet fighters produced in the plant (see Annex):

a. High-wing or mid-wing monoplane, swept-back wings, elevator assembly, nose wheel, main landing gear retracting inwards. Length: about 23 feet, wing span about 30 feet (estimated from a distance of 330 to 660 feet). Armament: Two about 20 mm cannons mounted in the wings, one cannon mounted in the nose (30 or 37 mm caliber). The shape of the rudder assembly was not remembered distinctly; it was as reproduced on either sketch 2 or 3. The speed of the craft was estimated by Soviets at 780 mph.

b. [REDACTED] whether the type represented on the attached Annex was built as early as 1947 but he saw this type aloft between June 1948 and June 1949.

- 7. Shipments: The aircraft were shipped out by rail after the wings had been disassembled. The aircraft were covered with tarpaulins. These observations were made in June 1948.
- 8. Air defense measures: Unmanned AA gun emplacements (on roofs of various workshops), splinterproof protections, small earthbunkers and fire ponds, all built during the war, were available. A practice alert was held in the summer of 1948, three or four sirens being in operation at that time.

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[REDACTED] Comment:

- a. The data on the Stalin Aircraft Plant No. 1 in KUIBYSHEV, its work force and the wages are considered correct.
- b. The statement on the development of the production confirmed previous information, since other returnees also reported the discontinuance of the production of Il-2 planes in this plant in the summer or fall of 1946.
- c. The statement that the sketched swept-back fighter was already built in quantity in 1948 is at variance with all previous information. The sketched type aircraft may be taken as proving that such a type was built there at least shortly before source's release in the summer of 1949. This assumption is supported by the data on the armament of this craft. In previous reports it was mentioned that this

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type was fitted with two 20mm cannon mounted in the wings and one cannon, which was generally believed to be of a caliber larger than 37 mm.

1 Annex: Jet Fighter Observed at the Stalin Aircraft Plant No. 1 in KUIBYSHEV.

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[REDACTED] Comment: The MIG 9 has been previously reported as the aircraft in production before the autumn of 1946.

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